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Triumph TR1 / 20TS

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The **Triumph 20TS** was a prototype sports car shown by Standard-Triumph in October 1952 at the London Motor Show. Extensive development of the 20TS led to the introduction of the Triumph TR2 in March 1953 at the Geneva Motor Show, after which the 20TS was unofficially referred to as the **Triumph TR1**. Only one example of this car was ever made by Triumph.

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Concept and design [edit]

The 20TS was built using existing components: its engine came from the Standard Vanguard, its suspension from the Triumph Mayflower, and its chassis from the Standard 8 hp, itself based on the pre-war Standard Flying Nine.[1][2] The body was designed to be built economically, with no panels requiring double-action presswork. Economy of design was considered vital, as the company did not expect high sales figures and had targeted a price of £500 before sales tax. The rear of the car was short and curved and had the spare tyre bolted to it.[2]

Earls Court, Ken Richardson, and the TR2 [edit]

The 20TS was shown to the public in October 1952 at the London Motor Show at Earls Court.[3] Reactions to the 20TS were mixed. Criticisms included a tight interior and lack of boot space.

To get an opinion of the car's performance and handling at speed, Standard-Triumph chairman Sir John Black invited BRM development engineer and test driver Ken Richardson to drive it.[2] Richardson had a low opinion of the 20TS's performance and handling, describing it as a "death-trap" with poor handling and a top speed of 80 mph (129 km/h),[1] short of Black's target of 90 mph (145 km/h):

> Frankly, I think it's the most bloody awful car I've ever driven.
>
> —Ken Richardson, BRM test driver, to Sir John Black, chairman of Standard-Triumph.[2]

Upon hearing Richardson's assessment, Black asked him to help redesign the car.[2] Richardson tuned and modified the engine and worked with Triumph engineers to increase the brake size, modify the front suspension, and experiment with rear springs and shocks. A stronger frame with improved torsional rigidity was designed. Meanwhile, the stylists widened and lengthened the car for more interior room and boot space, mounting the spare wheel inside the boot. The result was the Triumph TR2, introduced in March 1953 at the Geneva Motor Show.[2]

Legacy [edit]

The 20TS was the origin of the Triumph TR sports car line,[4] and was referred to unofficially as the TR1 after the introduction of the TR2.[2]

It is unknown whether the prototype exists today.

References [edit]

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2. ^ a b c d e f g Langworth, Richard M. (Second Quarter 1973). "Trundling Along With Triumph – The story thus far...". *Automobile Quarterly* (Automobile Quarterly Inc.) **11** (2): 116–145. Library of Congress Catalog Card Number 62-4005.
3. ^ Trummel, Reid (July 2012). "1960 Triumph TR3A Convertible". *Sports Car Market* **24** (7): 54–55.
4. ^ Elliott, James (March 2007). "The Magic Numbers". In Elliott, James. *Classic & Sports Car* (Haymarket Publishing) **25** (12): 100–109. ISSN 0263-3183 .

Triumph Motor Company timeline, 1946–1984 — a marque of British Leyland						
type	1940s	1950s		1960s	1970s	1980s
		Triumph Mayflower		Triumph Herald	Triumph Dolomite	Triumph Acclaim

small family car		(1949 - 1953)					(1959 - 1971)					(1972 - 1980)	(1981 - 1984)
							Triumph Vitesse (1962 - 1971)						
					TR-10			Triumph 1300					
										Triumph 1500			
										Triumph Toledo			
large family car	Triumph 1800 Town & Country	Triumph 2000 Saloon	Triumph Renown					Triumph 2000					
Convertible	Triumph 1800 Roadster	Triumph 2000 Roadster							Triumph Stag				
coupé							Triumph Italia		Triumph GT6				
Sports Car			TR-X	**20TS**	Triumph TR2	Triumph TR3	Triumph TR3A			Triumph TR5		Triumph TR7	
							Triumph TR3B	Triumph TR4A		Triumph TR6			
							Triumph TR4		Triumph TR250			Triumph TR8	
							Triumph Spitfire						

Categories: Triumph vehicles | Sports cars | 1950s automobiles | Roadsters | Rear-wheel-drive vehicles

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